

PRICE, \$2.50 PER MONTH

日二初月二十年申丙

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Business Notices

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Santa*, Captain T. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before To-day, at 3 p.m.

Any Cargo impeding her discharge will be landed into the Godowns of the Honorable & Messrs. W. & A. G. G. & Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 6th Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th January, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, December 31, 1896. 2654

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *FORNOSA*.

FROM ANTWERP, LONDON, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m., To-day.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, December 28, 1896. 2626

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *ROSSETTA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m., To-day.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, December 28, 1896. 2624

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MARAGON*.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

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Hongkong, December 28, 1896. 2624

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship *Italiana*, Captain Roach, will be despatched for the above Ports TO-MORROW, the 6th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers, Hongkong, January 4, 1897.

NAVIGAZIONE GENERALE ITALIANA (FLORENCE & ROTTERDAM UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers ADRIAN, SUZUKI, PORT SAID, MISSINA, NAPLES, LEHOBAN, and GENOA; also VENICE, TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports, up to Calcutta.

Taking Cargo at through rates to PORT SAID, GENOA, and BAGDAD; also BARCELONA, VALENZA, ALIGANTE, ALGERIA and MALAGA.

The Steamship *Adriano*, Capt. Bussini, will be despatched as above TO-MORROW, the 6th January, at Noon.

At BOMBAY the Steamers are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, January 4, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Steamship *Chongchun*, Capt. Williams, will be despatched as above on THURSDAY, the 7th January, at 2 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, January 2, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Forster*, Captain Burt, will be despatched as above on THURSDAY, the 14th January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, December 30, 1896.

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

The Co.'s Steamship *Polychrome*, Captain Gower, will be despatched on FRIDAY, the 15th January, 1897.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, December 10, 1896.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

(Subject to Alteration.)

Mount Lebanon | Saturday | 16th January.

Taking Passengers and Cargo for UNITED STATES AND CANADA at THROUGH RATES.

The Steamship *Mount Lebanon*, will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 16th January, 1897.

Consular Invoice of Goods for United States Ports should be in QUADRUPLET, and one Copy must be sent forward by the Steamer to the care of the GENERAL EXCHARGE AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents, Hongkong, December 30, 1896.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Yamashiro Maru*, Captain J. Jones, will be despatched for the above Ports on THURSDAY, the 10th January, at Noon.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A duly-qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, December 31, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HAMBURG, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Falkland*, Capt. H. L. Allen, Commander, will be despatched as above on or about the 17th January, 1897.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents, Hongkong, December 28, 1896.

Shipping.

Steamers.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, NEWCASTLE, ANTWERP, ZAANDAM AND LONDON.

The Co.'s Steamship *Kayashima Maru*, Captain TRENT, will be despatched as above on WEDNESDAY, the 6th January, at 6 p.m., instead of as previously advertised.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Hongkong, December 24, 1896.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Yamashiro Maru*, Capt. J. G. SHERMAN, will be despatched for the above Ports on WEDNESDAY, the 6th January, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SOHNS & Co., Agents, Hongkong, December 31, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Tsuan*, Captain HUSSEY, will be despatched on WEDNESDAY, the 6th January, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A fully-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, January 2, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Steamship *Hupoh*, Captain QUINN, will be despatched as above on FRIDAY, the 8th January, at 2 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, January 2, 1897.

FOR NEW YORK VIA SUEZ CANAL.

To-YELLOW LINE, S. Polychrome.

The Steamship *Adriatic*, will be despatched for the above Ports on or about 30th January, 1897.

S. S. *Emerita*, to sail about 14th Feb., 1897.

S. S. *Strathclyde*, to sail about 28th Feb., 1897.

A "Warren" Steamer, to sail about 15th March 1897.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, December 22, 1896.

Sailing Vessels.

FOR SAN FRANCISCO.

The British barque *Sumbawa*, REINHOLD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents, Hongkong, December 7, 1896.

FOR NEW YORK.

The S/S *E.L.I. American Barque* *Penobscot*, Capt. MAULDEN, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents, Hongkong, November 30, 1896.

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

The 100 A.T. Iron 4-mast British barque *Mallierhorn*, Captain J. WILLIAMS, will soon be ready to load for the above Port and will have quick despatch.

For Freight, apply to MELOCHERS & Co., Agents, Hongkong, November 28, 1896.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *OLYMPIA*, FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived; Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents, Hongkong, December 20, 1896.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Captain or Crew of the following Vessels, during their day on Hongkong Harbour:

FOR STUBBART, British ship, Captain VANCOUVER—Standard Oil Co.

FOR F. L. LORRELL, American barque, Captain W. W. HARRY—Oiler.

FOR STUBBART, British barque, Captain WILLIAMS—Merrill.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Kobe, Yokohama and Honolulu) THURSDAY, Jan. 7, 1897, at daylight.

China (via Shanghai, Kobe, Yokohama and Honolulu) THURSDAY, Jan. 26, 1897, at noon.

Paris (via Shanghai, Kobe, Yokohama and Honolulu) SATURDAY, Feb. 13, 1897, at noon.

THE U.S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 7th January, 1897, at Daylight, taking passengers and freight for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada, Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rates.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Pacific Ports of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same to be registered.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, December 24, 1896.

Centennial & Oriental Steamship Company.

FAIRING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doi (via Shanghai, Kobe, Yokohama

MONDAY, JANUARY 4, 1897.

HONGKONG MARKET PRICES.

Corrected to Saturday, January 2, 1897.
At 1899 Cash per Dollar Mexican.Highest, Lowest, Chinese Name,
Best, Cash.

Butcher Meat.

Bacon, English, lb.	—	來路烟猪肉	—
" " Amer. Sugar cured, 350	—	花旗烟猪肉	—
" " Fresh, 220	—	日本烟猪肉	—
" " Japan, cured, 140	—	猪腿肉	—
Beef, sirloin & prime cut, catty	140	猪腰肉	—
" " Corned, catty	140	猪心	—
" " Roast, 140	—	猪肚	—
" " Soup, 100	—	猪肺	—
" " Steak, 140	—	猪骨	—
Bull's Brains, per set	60	猪尾	—
" " Tongue fresh, each	—	猪脚	—
" " " " corned, 350	—	猪头	—
" " Head, 150	—	猪耳	—
" " Heart, 150	—	猪舌	—
" " Hump, Salt, catty	140	猪鬃	—
" " Feet, each	60	猪鬃	—
" " Kidneys, 50	—	猪鬃	—
" " Tail, 100	—	猪鬃	—
" " Liver, catty	70	猪鬃	—
" " Tripe (undressed), catty	60	猪鬃	—
Calves Head and Feet, set	500	猪鬃	—
Hams, American, lb.	360	猪鬃	—
" " Chinese, 420	—	猪鬃	—
" " English, New, 420	—	猪鬃	—
" " Japan, cured, 190	—	猪鬃	—
" " Shanghai, 150	—	猪鬃	—
Mutton Chop, 150	—	猪鬃	—
" " Leg, 120	—	猪鬃	—
" " Shoulder, 120	—	猪鬃	—
Pigs' Chilling, catty	70	猪鬃	—
" " Feet, 110	—	猪鬃	—
" " Fry, 100	—	猪鬃	—
" " Head, each	500	猪鬃	—
" " Heart, 50	—	猪鬃	—
" " Kidneys, pair	100	猪鬃	—
" " Liver, lb.	100	猪鬃	—
Pork, Chop, catty	190	猪鬃	—
" " Corned, 190	—	猪鬃	—
" " Leg, 190	—	猪鬃	—
" " Fat or Lard, 140	—	猪鬃	—
Sheep's Head and Feet, set	350	猪鬃	—
" " Heart, each	50	猪鬃	—
" " Kidneys, 70	—	猪鬃	—
" " Liver, lb.	150	猪鬃	—
Sucking Pigs, each	\$1.75	猪鬃	—
Duck, Boiled, lb.	110	猪鬃	—
" " Mutton, 100	—	猪鬃	—
" " Veal, catty	130	猪鬃	—

Poultry.

Chicken, catty	200	雞	—
Capon, 220	—	雞	—
Ducks, 150	—	鴨	—
Doves, each	—	鴿	—
Eggs, Hen, doz.	110	蛋	—
" " Duck, 110	—	蛋	—
" " Fowl, catty	170	蛋	—
Geese, 130	—	鴨	—
Hares, each	700	鴨	—
Musk Deer, \$3.00	—	鴨	—
Partridges, 400	—	鴨	—
Pigeons, 170	—	鴨	—
Pheasant, brace	\$1.50	鴨	—
Rice Birds, doz.	—	鴨	—
Quail, each	100	鴨	—
Sulph, 150	—	鴨	—
Turkeys, Cock, catty	650	鴨	—
" " Hen, 400	—	鴨	—
Toad, each	250	鴨	—
Wild Ducks, pair	\$1.00	鴨	—

Fish.

Batfish, catty	150	魚	—
Bream, 90	—	魚	—
Bombay Ducks, 100 pieces	250	魚	—
Cotton Fresh Water Fish, catty	—	魚	—
Carp, 90	—	魚	—
Catfish, 140	—	魚	—
Codfish, Salt, 140	—	魚	—
Crabs, 100	—	魚	—
Cuttle Fish, 60	—	魚	—
Dab, 90	—	魚	—
Dog, 200	—	魚	—
Doe Fish, 200	—	魚	—
Eels, Congo, 200	—	魚	—
" " Fresh water, 200	—	魚	—
Eels, Yellow, 200	—	魚	—
Fish, 80	—	魚	—
Frogs, 250	—	魚	—
Gardoupe, 90	—	魚	—
Gurnard, 80	—	魚	—
Herrings, 190	—	魚	—
" " smoked, 120	—	魚	—
Halibut, catty	120	魚	—
Labrus, 100	—	魚	—
Loach, 130	—	魚	—
Lobster, 130	—	魚	—
Mackerel, 120	—	魚	—
Milk Fish, 140	—	魚	—
Mullet, 140	—	魚	—
Oysters, 140	—	魚	—
Perch, 140	—	魚	—

Perch, catty	90	魚	—
Pike, 300	—	魚	—
Plaice, 300	—	魚	—
Pomfret, White, 130	—	魚	—
Pomfret, Black, 120	—	魚	—
Prawns, 220	—	魚	—
Ray, 50	—	魚	—
Rock Fish, 50	—	魚	—
Loach, 250	—	魚	—
Salmon, (Garden), 50	—	魚	—
Shark, 150	—	魚	—
Salt Fish, 150	—	魚	—
Sole, 200	—	魚	—
Sardines, 100	—	魚	—
Sardines, 120	—	魚	—
Sardines, 100	—	魚	—
Tench, 100	—	魚	—
Turbot, 100	—	魚	—
Turtles, small, fresh water, 250	—	魚	—
Whiting, catty	—	魚	—
White Bait, 100	—	魚	—

Fruits.

Apples, (California), catty	150	果	—
" (Tientsin), 100	—	果	—
" (Japan), 100	—	果	—
Bananas, fragrant, 30	—	果	—
" (bricks), 100	—	果	—
Chestnuts, Chinese, 100	—	果	—
Carambols, 100	—	果	—
Cucumbers, each	50	果	—
Ground Nuts, catty	100	果	—
Grapes, 170	—	果	—
Lemons, China, 50	—	果	—
" Peel, 250	—	果	—
Lichies, Dried, 250	—	果	—
" Fresh, 100	—	果	—
Limes, 100	—	果	—
Mango, (Saigon), each	50	果	—
" (Manila), 50	—	果	—
Mangosteens, each	50	果	—
Oranges, Sweet, catty	60	果	—
" Green, 40	—	果	—
" Red, 60	—	果	—
Olives, 60	—	果	—
Pine-apples, each	50	果	—
Pears, catty	100	果	—
" (Tientsin), 100	—	果	—
Pumpkin, each	70	果	—
" (Siam), catty	100	果	—
Peach, (Sweet), 40	—	果	—
Raisins, Muscatel, 60	—	果	—
" Pudding, 40	—	果	—
Water Chestnuts, com., 60	—	果	—
" Mandarin, 100	—	果	—
Walnuts, 100	—	果	—

Vegetables, &c.

Artichokes, Shanghai, catty	30	菜	—
Beans, (French), 50	—	菜	—
" Long, 20	—	菜	—
Beet Root, each	20	菜	—
Bell-pepper, catty	30	菜	—
" Red, 40	—	菜	—
Broad-beans, 20	—	菜	—
Bamboo Shoots, 60	—	菜	—
Cabbage, Chinese, each	40	菜	—
Cabbage, Shanghai, 40	—	菜	—
Cauliflower, 60	—	菜	—
Carrots, catty	50	菜	—
Celery, Chinese, 50	—	菜	—
" English, 50	—	菜	—
Chilies Dried, 130	—	菜	—
" Red, 80	—	菜	—
Cucumber, 40	—	菜	—
Curry Stiff, English, 40	—	菜	—
Cucumbers, 40	—	菜	—
Bitter Squash, 60	—	菜	—
Garlic, 60	—	菜	—
Ginger, young, 50	—	菜	—
Horseradish, Siam, 120	—	菜	—
Indian Corn, 10	—	菜	—
Lettuces, (English), each	10	菜	—
Mushrooms, Fresh, catty	70	菜	—
Onions, Bombay, 30	—	菜	—
" Green, 30	—	菜	—
" Shanghai, 40	—	菜	—
" Japan, 40	—	菜	—
Okra, 140	—	菜	—
Parley, English, bundle	10	菜	—
Potatoes, Sweet, catty	20	菜	—
" Shanghai, 20	—	菜	—
" Japan, 30	—	菜	—
" American, 30	—	菜	—
" Foochow, 30	—	菜	—
" Macao, 30	—	菜	—
Pumpkin, 20	—	菜	—
Purpline, 20	—	菜	—
Radish, 20	—	菜	—
Rice, best quality, per picul, \$4.00	—	菜	—
" Common, \$4.10	—	菜	—
Shallots, catty	40	菜	—
Spinage, (Chinese), 40	—	菜	—
Spinage, 40	—	菜	—
Snake Gourd, 40	—	菜	—
Tomatoes, 60	—	菜	—
Taro, 30	—	菜	—
Turkey, Fennel, (Long), each	20	菜	—
Vegetable Marrow, catty	—	菜	—
" (Long), 80	—	菜	—
Water Cresses, 80	—	菜	—

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese history and literature, has reached its Twenty-second Volume. The Review discusses those topics which are of interest to the student of Chinese history and literature, and the outside of the subject. It includes many interesting notes and original papers on the Arts, Sciences, Literature, Folklore, Geography, History, Antiquities, and Social Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give criticism embodying sketches of the most recent works on such topics. The Review is published by the Chinese Review, Ltd., of Hong Kong, and is sent to subscribers by post.

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OPINIONS OF THE PRESS.

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THE 'NARCISSUS' ACCIDENT.

A TERRIBLE EXPERIENCE.

On Sept. 10 (as first reported in Hongkong by the China Mail) a boat belonging to the Chinese Mail, the 'Narcissus', was wrecked at the mouth of the river, and the crew were drowned. The following extract from a private letter written by one of the survivors of the accident gives a graphic account of the occurrence.

We left on the evening of Sept. 9, with orders to call at a place called Grossvitch, in Siberia, and remain there for a few days, as long as the weather was fine. We arrived there accordingly on the afternoon of Sept. 10, and anchored in the roadstead about a mile from the mouth of a large river which runs into the sea over a single bar. In the evening the captain invited me to come with him in the galley to explore the river. We accordingly went in, and amidst ourselves, and then returned on board for dinner. He asked me to accompany him next day for a long day's work.

We left the ship at eight o'clock next morning, and proceeded up the river to fish. About three o'clock we returned, and found to our astonishment, that the wind had risen, and a very heavy breaking sea was running. The captain was very anxious about the safety of the ship, as we were on a dead lee shore, and the anchorage was bad. He had, however, put to sea as soon as he got off. We found that the officers' boat, which had landed after lunch, had been swamped in attempting to get in at the same place at which we had made a landing in the morning. All our crew were drowned.

We were observing all right. This made the captain more anxious than ever to get off at once, and so he told me to go ready, as he should try to leave by the main entrance, as the other boat had been swamped at the smaller one. We accordingly went in, and amidst ourselves, and then returned on board for dinner. He asked me to accompany him next day for a long day's work.

Before, however, anything could be done, the current of the river had carried us right into the line of breakers, and a heavy sea struck us on the bows and turned her broadside on to the waves. Two huge breakers immediately burst over us in rapid succession, smashing the bows and washing two men, the coxswain and another, out of the boat. I leant over and seized the former by the collar and dragged him into the boat, and threw the other man on board, which he got hold of, but let go almost immediately, and sank. Hardly had this happened before another huge wave broke right over top of us, turning the boat over and throwing us all into the air. Two men were swept away this time, but clung to some spar and were eventually picked up. The captain, myself, and four of the crew managed to cling to the boat, which was now bottom up. The only word spoken was by the captain who said, 'I'm right, I'm right, the boat is right, and we shall do.' Unfortunately, however, owing to the breaking seas, the boat began to turn over and over, being first keel up and then righting herself. We had, therefore, the utmost difficulty in holding on, as the sea was constantly sweeping over us.

I was just about to give up when I was picked up by a piece of rope round my waist when the boat again turned over and dragged her beneath her as she turned. I was unable to free myself, and was in a state of collapse when she again turned and I was dragged up on the outside. When I could again clutch the keel I managed to free my hand, and, as we had by this time been carried beyond the worst of the breakers, I was able to look round.

"The number of the six who were originally in the boat, but three were left, myself and two men, one of whom was the coxswain. The captain and the other two had disappeared, and we could see no traces of them. We were all completely exhausted, and could not have held on for another minute, when we saw the cutter from the ship coming to our rescue. We were picked up, and then pulled all round looking for the others, but could see nothing. As we were both dressed in heavy shooting boots and clothes I fear it must have been impossible for anyone, however strong a swimmer, to have kept afloat for a moment, if unsupported, in such a sea. Although it seemed like long years to us, while clinging to the boat, we were told that but fifteen minutes had elapsed from the time of the accident until I, who was the last man, was picked up."

NEWS BY THE AUSTRALIAN MAIL.

THE AUSTRALIAN NAVAL SQUADRON.

London, Dec. 9.—The Daily News this morning publishes the results of interviews with several of the Agents-General with reference to the service of the Australian Auxiliary Squadron in the colonies.

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Intimations.

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SHARE LIST—QUOTATIONS—JANUARY 4, 1897.

Stocks.	No. of Shares.	Value.	Paid- up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	125	all	182.50 % prem.—\$353,125
Bank of China & Japan, Limited	34,950	52	all	6.0000
Bank of Communications, Ltd.	1,250	1.25	all	2.1000
Bank of India, Ltd.	1,250	1.25	all	8.3500
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	250	all	50.1824, sellers
China Traders' Insurance Co., Ltd.	24,000	83.33	all	35.74, sales
North-China Insurance Co., Ltd.	5,000	100	all	20.114, 196
Strait Insurance Co., Ltd.	30,000	100	all	20.825, sales and buyers
Union Insurance Society, Ltd.	10,000	250	all	50.124, sales and buyers
Yangtze Insurance Association, Ltd.	8,000	100	all	50.114, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	100	all	20.103, sellers
Hongkong Fire Insurance Co., Ltd.	8,000	250	all	50.365
DOCKS.				
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all	218 % prem.—\$57.50
STEAMSHIP COMPANIES.				
China and Manilla S. S. Co., Ltd.	5,000	60	all	\$67, sales and sellers
Douglas Steamship Co., Limited.	20,000	50	all	\$67, sales
H.K. & Kow. Wharf & Stevedore Co., Ltd.	20,000	10	all	\$32, buyers
Indo-China S. N. Company, Limited	80,000	10	all	\$2, sellers
Union Mutual S. N. Co.	20,000	10	all	\$2, sellers
DO. (new issue).				
China Sugar Company, Limited.	20,000	100	all	\$135
Luzon Sugar Company, Limited.	7,000	100	all	\$45, sales and buyers
WHEAT.				
H.K. & Kow. Wharf & Stevedore Co., Ltd.	20,000	50	all	\$60, sellers
Wanchai Warehouse and Storage Company, Limited.	2,000	100	all	\$73.40
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.	50,000	100	all	\$37.5, sales and buyers
Kowloon Land and Building Company, Limited.	6,000	50	all	\$31.7, buyers
Hempstead Estate & Finance Co., Ltd.	25,000	10	all	\$3, buyers
West Point Building Co., Limited.	12,500	50	all	\$4.81, buyers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	100	all	\$83, ex div., sellers
MINING.				
Jelaba Mining & Trading Co., Ltd.	40,000	5	all	\$2.05, sellers
Punjab Mining Co., Ltd.	30,000	4	all	\$1.11
Société Française des Charbon- nages du Tonkin.	12,000	500	all	\$60, sellers
New Balmoral Gold Mining Co., Ltd.	30,000	3	all	\$1.15, sales and buyers
Kaib Aust. Gold Mining Co., Ltd.	20,000	1	all	\$3, sellers
Olivera Freehold Mines, Ltd.	20,000	1	all	\$2.24, sellers
PLANTING, ETC.				
China-Borneo Company, Ltd.	10,000	100	all	\$5, nom.
H. G. Brown & Co., Limited, in liq.	6,000	50	all	in liq.
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	50	all	\$30, buyers
A. S. Watson & Co., Limited.	50,000	10	all	\$12.25, sales and sellers
Dakin, Crickbank & Co., Ltd.	50,000	5	all	\$12.25, sales and sellers
LIGHTING.				
H.K. and China Gas Co., Limited.	7,000	10	all	\$1.10
Hongkong Electric Co., Limited.	30,000	10	all	\$8.50, sales and buyers
SUGAR AND CANNERY.				
Green Island Cement Co., Ltd.	20,000	10	all	\$1.10, buyers
MISCELLANEOUS.				
Dell's Augustus Eastern Agency, Ltd.	3,000	1	all	\$4, sellers
Jelaba Mining & Trading Co., Ltd.	7,000	1	all	\$2.05, sellers
Campbell, Moore & Co., Limited.	1,200	10	all	\$5
Geo. Fenwick & Co., Limited.	6,000	20	all	\$2.25, sales and buyers
Hongkong Bakery Company, Ltd.	8,000	60	all	\$30
Hongkong Dairy Farm Co., Ltd.	10,000	7	all	\$15, nom.
H'kong Ice Company, Limited.	5,000	25	all	\$105, buyers
H'kong Rope Manufacturing Co., Ltd.	5,000	50	all	\$145
Ewo Cotton Spinning and Wav- ing Co., Ltd.	10,000	100	all	\$100, 80
International Cotton Manufactur- ing Co., Ltd.	10,000	100	all	\$100, 80
Lion-Kong-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	100	all	\$100, 80
Cambridge & Co., Ltd.	2,000	20	all	\$20
Boy Ows Cotton Spinning Co., Ltd.	2,000	100	all	\$100, 80
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LOANS.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1893 in 100,000	100,000	280	7 % p. annum	10 % prem.
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Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C. Shipping or midway between each shore are marked D., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. & O. Co.'s Office.
 5. From P. & O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
- Section.
7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. From North Point to Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Amoy	Wells	Ger.	str.	663	Jan. 3	Order		
Australian	Wells	Brit.	str.	2938	Dec. 27	Gibb, Livingston & Co.	Kobe	To-morrow
Bayern	Wells	Ger.	str.	1034	Jan. 4	Wichers & Co.		
Byrd	Wells	Norw.	str.	771	Nov. 19	Wichers & Co.		
Changsha	Wells	Brit.	str.	3000	Dec. 31	Butterfield & Swire	Kobe & Yokohama	To-morrow
Chow Tai	Wells	Brit.	str.	1115	Jan. 4	Yuen Fat Hong		
Chuanan	Wells	Ger.	str.	623	Jan. 4	Siemens & Co.		
City of Peking	Wells	Amer.	str.	3123	Jan. 1	P. M. S. S. Co.	San Francisco	6th inst.
Canton	Wells	Ger.	str.	552	Dec. 19	Wichers & Co.		
Cranbury	Wells	Brit.	str.	1383	Dec. 28	D. O. Wall, Carill & Co.		
Dante	Wells	Ger.	str.	1302	Nov. 10	Wichers & Co.		
Decima	Wells	Ger.	str.	955	Dec. 31	Siemens & Co.		
El Dorado	Wells	Ger.	str.	402	Dec. 31	Siemens & Co.		
Empress of China	Wells	Brit.	str.	3003	Dec. 30	P. R. Co.	Vancouver, B.C.	20th inst.
Esmeralda	Wells	Brit.	str.	495	Jan. 1	Siemens & Co.	Manila	To-morrow
Fuzhou	Wells	Brit.	str.	1410	Dec. 31	Butterfield & Swire		
Federation	Wells	Brit.	str.	1570	Jan. 4	Wichers & Co.		
Glengarry	Wells	Brit.	str.	1596	Jan. 3	Jardine, Matheson & Co.		
Haitan	Wells	Brit.	str.	1183	Jan. 3	Douglas Steamship Co.	Joat Porto	To-morrow
Hanoi	Wells	Brit.	str.	732	Dec. 28	R. M. S. S. Co.		
Hankow	Wells	Brit.	str.	2209	Jan. 3	Siemens & Co.		
Hongkong	Wells	Brit.	str.	730	Jan. 3	Siemens & Co.		
Ilapeh	Wells	Brit.	str.	1203	Jan. 1	Butterfield & Swire	Singapore, etc.	6th inst.
Jacob Dierichsen	Wells	Ger.	str.	1623	Dec. 21	Jebens & Co.	Hobson, etc.	To-morrow
Kachidate Maru	Wells	Japan.	str.	2143	Jan. 3	Siemens & Co.		
Kalgan	Wells	Brit.	str.	1103	Jan. 4	Butterfield & Swire		
Kwang Lee	Wells	Brit.	str.	1501	Jan. 3	P. M. S. S. Co.		
Lombard	Wells	Italian	str.	1417	Dec. 31	Wichers & Co.		
Lightning	Wells	Brit.	str.	2124	Dec. 30	David, Sampson Sons & Co.	Spore & Calcutta	6th inst.
Loyal	Wells	Ger.	str.	1203	Dec. 28	Wichers & Co.		
Mathilde	Wells	Ger.	str.	600	Jan. 4	Jebens & Co.		
Memnon	Wells	Brit.	str.	826	Dec. 30	Butterfield & Swire		
Michael Jensen	Wells	Brit.	str.	710	Jan. 4	Jebens & Co.		
Mount Lebanon	Wells	Brit.	str.	1560	Jan. 3	Siemens & Co.		
Neuchang	Wells	Brit.	str.	1050	Dec. 17	Butterfield & Swire		
Olympia	Wells	Brit.	str.	1691	Dec. 29	D. O. Wall, Carill & Co.		
Palawan	Wells	Brit.	str.	1289	Dec. 31	Butterfield & Swire		
Proton	Wells	Brit.	str.	1300	Dec. 24	Chinese		
Sabine Rickmers	Wells	Ger.	str.	698	Jan. 3	Arnhold, Karberg & Co.		
Strathclyde	Wells	Brit.	str.	2673	Jan. 1	Hughes & Hough		
Taiyang	Wells	Brit.	str.	1559	Jan. 4	Jardine, Matheson & Co.		
Tientsin	Wells	Brit.	str.	1250	Jan. 1	Butterfield & Swire		
Triumph	Wells	Ger.	str.	675	Jan. 1	Jebens & Co.		
Tsinan	Wells	Brit.	str.	1450	Jan. 1	Butterfield & Swire	Port Darwin, etc.	6th inst.
Sailing Vessels.								
Fort Stuart	Wells	Brit.	ab.	2212	Nov. 5	Order		
Frederic P. Mitchell	Wells	Amer. bqr.	301	Nov. 20	Order			
Galveston	Wells	Ger.	bqr.	650	Dec. 28	Wichers & Co.		
John Bailey	Wells	Amer. sch.	700	May 30	Order			
Johnnie	Wells	Brit.	ab.	1839	Nov. 19	Standard Oil Co.		
Matthias	Wells	Amer. bqr.	1067	Nov. 20	Standard Oil Co.			
Ponobosc	Wells	Amer. bqr.	1338	Nov. 24	Standard Oil Co.			
R. R. Thomas	Wells	Amer. sch.	70	April 3	Order			
Retriever	Wells	Amer. sch.	70	April 3	Order			
Sachem	Wells	Amer. sch.	1311	June 12	Order			
Santa Cruz	Wells	Amer. sch.	180	Jan. 3	Captain			
Starfield	Wells	Brit.	bqr.	660	Dec. 18	Master		
Su aban	Wells	Brit.	bqr.	1063	Dec. 27	Siemens, Tomes & Co.		
Talcentun	Wells	Amer. sch.	47	Jan. 1	Master			
Velocity	Wells	Brit.	bqr.	527	Oct. 1	Chinese		
West York	Wells	Brit.	bqr.	684	Oct. 18	Order		